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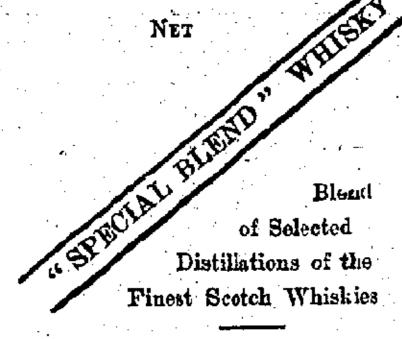
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	WEEK DAYS.	
7.80 a.m. to	8,00 a.m Every	10 minutes.
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9.30 a.m. to	11.00 a.m Every	15 minutes.
11.30 a.m. to	o 12.45 p.mEvery	15 minutes.
12.45 p.m. to	ы 1.15 р.шЕvery	10 minutes.
1.15 p.m. to	1.45 p.m Every	15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8.00 p.m. ... Every 15 minutes. 3.30 p.m. to 5.30 p m. ... Every 15 minutes. 5.30 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS.

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8 30 a.m. to 0.30 a.m. .. Every 30 minutes. 93) a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutos. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
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THE Standard is the only British Life Office
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A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons

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ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL FIRST CLASS HOTEL of 15 Bedrooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Cuisine excellent; under Experienced Management. Torms Moderate.

A. FONSECA, Manager. Hongkong, 1st December, 1899. "BOA VISTA" HOTEL,

MACAO. THE SANITARIUM OF SOUTH CHINA Macao is 40 miles West of Hongkong, and the trip is made each day (Sundays excepted) by the Steamer "HEUNGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made at Macao with Company's Steamer to and from Canton. Cable Address—" Boavista."

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MACAO. of PRAYA GRANDE, facing south, with a charming view of the sea on the front Comfortable and well furnished Bed-rooms.

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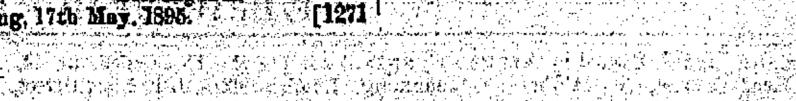
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Loaded with With Powder Powder buly, and I oz of Shot. Primrose Cases ... \$5.65 Pegamoid Cases ... 6.25 Ejector Brass Cases. 6.50 5 per cent. discount on orders of 1,000 and over.

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Hongkonz kong, 27th July, 1897.





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tion was almost absent, are allowed to carry In addition to Wives of our own bottling, on business with the slightest of interferthe following brands, bottled in Europe, ence and are not meddled with in their DON and OPORTO, for whom we hav been appointed Sole Agents:--

LIGHT DRY SOLERA .... YERY PALE DRY FULL GOLDEN PALE DRY NUTIY FINE OLD BROWN

## A. S. WATSON & CO.,

LIMITED, THE HONGKONG DISPENSARY.

or H. SHELLEY BRAND, of a son. copal Church, Foochow, by the Rev. Llewellyn Niphon only supported 375; this is of Lloyd, WILLIAM HENRY WALLACE, of the Hongkong and Shanghai Banking Corporation, con o. the late ABEXANDER WALLACE, Esq., M.D., of. Colchester, to LAURA, eldest daughter of THEODORE MOOREHEAD, Esq., of the Imperial Maritime Customs at Foochow.

DEATH. On the 28th September, at 9 p.m., at Dunottar, the Peak, ROBERT COOKS, Acting Manager, Hongkong and Whampon Dock Co., Limited, aged ill years.

HONGKONG OFFICE: 14, DES VŒUX ROAD Cl. LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 30th September, 1901.

A visit to Japan two years after the abolition of extra-territorialty opens up many topics of interest. Rightly or wrongly, the concession of unlimited jurisdiction over the persons and properties of their nationals to Japanese judges trained in dissimilar social and legal schools of thought was looked upon as a grave expériment by the majority of the European Powers; and serious complications were, not unnaturally, auticipated by the residents, who were to be handed over without appeal to the new and scarce fledged courts. It is characteristic of the thoroughness with which the Japanese Government and people have entered on the new civilisation, that in the main these happiness of Japanese homes is really conapprehensions have proved groundless, and ducive to a good understanding. Of Japathat no substantial grievance has arisen, nese abroad known and officially registered and but few international differences have there were in 1898 some 99,000, besides needed adjustment. Certain well founded some 2,000 in Australia and Java, of whom complaints were judged raised of the manner | accurate account could not be kept; on the in which alleged assaults on Japanese coolies other hand there were 11,700 foreigners times by inexperienced and possibly prejudiced native judges, but the feelings excited by these miscarriages of justice have for the most part had time to cool, and they seem to have led to a better mutual understanding than if they had never occurred: the foreigher-has learnt that he is far more likely to gain his ends by polite consideraby a hectoring assumption of while the native, finding no superiority, utility in delibersertion, and content to accept the position, has returned to his netural politeness and amiability. Amongst the change the excessive formis equally marked: centuries of depenprost ations the attend the chance meeting even ithout lissue. are now things of the past; and

losing their native politeness, the Japanese in their intercourse with one another have learnt to be courteous without a trace of the former suspicion of servility. With all the native Japanese has not lost his natural

picturesqueness, which even in the large towns, under the depressing influence of frock coats and putent leather shoes, still finds an opportunity of displaying itself. Perhaps the most striking feature in the is the ubiquity of the policeman; and it feature was the bowling of Lee and Dorchill might naturally be supposed that the country is police-ridden. Such, however, on more intimate knowledge proves hardly to be the case. The policeman in fact in Japan serves many other purposes than keeping the peace. He is indeed the collector of statistics in general, an occupation dearly treasured at all times by the Japanese. One of the most noticeable customs to the early voyagers was the system of reporting every particular adopted by the Japanese officials who came on board, always attended by their secretaries and notaries; and at 12.00 | the present day this role has passed to the policeman, who is bound for the edification of his superiors to recall every incident, however trivial, that occurs within his knowledge from day to day. It is little to be wondered at then that according to the most recent account—that for 1898—the number of police in the empire should have amounted to no less than 34,000, or 14.40 one to every 1,360 of the population. Notwithstanding the ubiquity of the policeman he does not appear to interfere in any objectionable way with the private concerns of the people, who, except that they now

have been specially selected, and procured opinions, provided they do not contravene from the celebrated firm of MESSRS. GEO. the laws. The policeman on the contrary G. SANDEMAN, SONS & CO., of LON- seems to be generally looked up to with respect, and certainly inspires no ill will. Beyond requiring the name, address and nationality of every foreign traveller at each stopping place, the policeman is now very little in evidence with the tourist, who may 25.00 besides always look to him for advice or assistance should he ever require it.

and then sigh for the old days when taxa.

by these means collected in Japan is illustrated by the annual Résumé Statistique which has for the last fifteen years been published by the Japanese Government. and which gives the most intimate details of the vital statistics of the Empire. The area then of Japan and its dependencies de Rarza in this Colony. The lady has 135 | was in 1898 7,430 sq. ri-say 45,000 sq. miles—and the population 461 millions, or | trial. Now comes the Manila Times of the On the 18th September, at Foochow, the wife an average of 286 per square mile. Of the 20th inst., reporting the death of the lady and larger islands Shikok had a density of 425 | saying in conclusion that the Court at Hongkong MARKIAUE.

On the 21st September, at the British Episper square mile, while the main island of sentenced Roxas to ten years' imprisonment!

course mainly due to the large tracts in the latter island rising to an altitude of over 3,000 feet, where profitable cultivation is out of the question, and the land is either prairie or forest, and practically uninhabited. the island proper the population, 1889 forty millions, had in 1898 grown to forty-three and three quarters, an increase of upwards of nine per cent. Of this population the most minute particulars are given; there are 3,845 nobles or of noble family, 1,666,000 samurai, and 331 millions of the ordinary people. The family throughout averages 5.35 individuals, but the usual phenomenon of the proportions of the sexes is reversed, the males exceeding the females

by about 21 per cent. The birth rate has been gradually increasing from 29.3 per thousand in 1893 to 31.3 in 1898, the number of deaths on the other hand decreasing from 22.8 to 20.4 in the same period; nearly 8½ per cent, of the births were stillborn. Divorce is easily obtained in Japan, on an average about one fourth of the marriages being dissolved by mutual consent or otherwise; as the lady enjoys much consideration in Japan, and more frequently than not is the "business man" of the family, it may be assumed that facility results in no hardship, and judging from the general

Europeans had been converted into resident in Japan, of whom, however, more than half were Chinese; of the rest 1,954 English, and 1,282 Americans formed the most numerous elements. Of the aboriginal Ainos in the island of Yezo it is interesting to note an increase from a little over 15,000 in 1891, to 17,000 in 1898, and that is confirmed by a record of 549 births as

against 448 deaths in the latter year. Statistics of Agriculture and Industry, of Commerce, foreign and native, Posts and Telegraphs, of Education and Religions, of Finance, fill up this wonderful volume, which contains within a compass of 150 pages a résumé of the entire life of this most interesting of nations. To some of the latter topics, amongst others the growth and distribution of Foreign Trade, which has made marked progress during the last ten years, we propose to return in an early

No fresh plague cases have been reported the 5th prox. since noon on the 27th inst.

The French mail of the 28th August wa delivered in London on the 27th instant.

There will be two six-a-side football matches this afternoon at ten minutes past five-Kew's team v. Beattie's, and Russell's v. Danby's.

The opening of the cricket sesson took place on Saturday, the First XII of the Club meet-Jupanese system, to a stranger at least, ing the Rest in a trial match. The chief for the First XII.

Mesers. Erich Georg & Co. say in their weekly share list, dated Hongkong, 28th September :- A fairly brisk business has been done during the week in some of the leading stocks, principally Banks, Docks, Indes, and China Sugars, all of which show a material improvement in rates.

The Chinese boy who was assaulted on the 22nd inst. by another, and who was supposed to have received serious injuries to his stomach, is said to be doing well. On the 24th his condition seemed critical enough to cause Inspector Collett to take his deposition at the Govern. ment Civil Hospital.

A variety entertainment willitake place this evening, at 8.30 o'clock, at the Soldiers' Club. The programms of vocal and instrumental music is large and varied, and is under the direction of Bandmaster J. H. Moir, R.W.F. Mr. Alec Marsh is down to sing; and Mr. Geo. Grimble will be the accompanist. The band of the Fusiliers will also take part.

About 9.30 on Saturday morning, two Kowloon ferry-launches had an unfortunate collision in the Harbour. The Rising Star, an old launch, ran into the Morning Star (double-ender). As is usually the case, a sampan got in the way, and while successfully avoiding it, the Rising Star ran into the doubleender. Both launches are said to have been considerably damaged.

Just after 3.30 p.m. on Saturday a little fexcitement was caused by No. 1 Police Launch charging the Praya wall immediately to the west of Blake Pier. The launch was attempting to come alongside the Pier, but apparently the engines refused to reverse and the launch rammed the wall while there was still plenty of way on her. Fortunately all the sampans had time to get out of the way, and apparently How carefully statistics of all sorts are the launch was uninjured, while the wall was not damaged at all.

Journalism in the Philippines certainly bids fair to outrue anything of its kind produced in the United States, as the following will show :-Miguel H. Roxes, a Filipine musician, recently stabbed a Spanish lady named Maria Monroy recovered and Roxas is in gaol awaiting his

From the return of deaths in the Colony Chinese deaths were in No. 2 district, 52 in the Harbour, and 48 in No. 9 district. The principal deaths rates were: - British and foreign community 41.1 per 1,000 per annum; Chinese community, Victoria, land 22.7, harbour 28.4; Chinese, whole Colony, 20.3, boat 24.7, land and boat 20.9; total civil community 21.5.

The following items are from the Foochow Echo of the 21st ult :- The French man-of-war Le Friant arrived at Pagoda on Sunday the 15th instant.—The German steamer Erica is leaving to-day for Rénnion via Saigon. She takes 796 coolies, a priest and an interpreter .-- Although no official announcement has yet been made, it is understood that the Stewards of the Fahkien Race Club now see their way to arrange for a Winter Meeting. We trust that they may be successful. Another Foochow winter without a race meeting would be dull indeed.—Yesterday latter-Feechow making 68 against the fine score of 85. Mr. T. Brockett acted as scorer and Mr. W. A. R. Knight as referee.

We deeply regret to record the death on the 27th inst. of Mr. Robert Cooke, Acting Chief Manager of the Hongkong & Whampon Dock Co. The deceased gentleman had over two score years' experience with the Company Before joining the Hongkong and Whampoa Dock Co., he was manager of a slip at West Point owned at that time by Mr. Sanders, an American. Only on the 5th January this year a presentation was made to Mr. Cook by European members of the Dock Co.'s staff as a Souvenir of New Year, 1901. The heartiest good-wishes were then expressed by Mr. Rutter, who spoke on behalf of the staff. Ontside his work, moreover, Mr. Cooke was well known and highly respected. The funeral took place yesterday, when in spite of the suddenness of Mr. Cooke's death and the consequent short notice of the ceremony a very large member of mourners attended. Floral tributes were very numerous, Public Health and Police, and finally of showing the love and respect in which deceased the directors of the Dock Company were present at the funeral—the Hon C. P. Chater, C.M.G., Pon. J. J. Bell-Irving, Messrs. H. P. White and D. E. Brown-as well as the new chief manager, Mr. W. B. Dixon. The directors sent a wreath, the European staff of the Company another, and the Chinese employees nearly a dozen, in addition to what were given by private friends.

H.M.S. Albion will leave for the North about

Admiral Sir Cyprian Bridge was expected to arrive at Shanghai on the 26th inst., by H.M. Alucrity.

There is a cigar factory in Honolulu manufacturing Manila cigars from imported Manila tobacco.

Company Sergeant-Major W. Nicholson has been appointed a supernumerary lieutenant in the Hongkong Volunteer Corps. H. M. storeship Humber left on the 28th

inst. for Shanghai. The French transport Nive arrived on the same day from Tonkin. The following appointments have been made at the Admiralty:-Sub-Lients. J. Jones to the Pigmy, and R. G. Hamond to the Goliath,

to date 12th August. The billiard handicap of 250 points up, held at the Institute of Engineers and Shipbuilders, resulted in Mr. J. W. Kinghorn winning the first and Mr. A. Ritche the second prize. The prizes will be presented at the next monthly

'smoker." L'Echo de Chine's Manchurian correspondent says that the brigands continue to ravage the country in the province of Tsitsikar. They even attempted to surprise the Russian troops three leagnes from Pai-on-susu. The Russian

According to Manila advices, Spain denounces Bishop Nozaleda, Archbishop of Manila, and opposes his appointment to the archbishopric of Zaragoza. The Government and Press of Spain blame him for the loss of the loyalty to the Spanish government of the Filipinos and the consequent loss of the islands.

With the capture of Insurgent General Lucban's private correspondence on the island of Samar, the fact has transpired that the most prominent citizens of Catbalogan, the principal city on the island, and the most demonstrative friends to all appearance of the American Government, are in reality firm adherents of the rebellion, secretly aiding it to the utmost of their power. Thirteen arrests have been made so far.

extract from a letter received by last mail from a staunch old Conservative: - "Everything very dull just now, war, the holidays, and the uncertainty of foreign affairs all contribute; but if we can finish up the South African trouble many things would boom. We are just playing at war; Government seems always to keep one eye on the Exeter Hall lot and the other on what the fereigners write. If they Bath. had just gone shead and d--d the whole lot, it would have been finished long ago. Just see what we got by putting ourselves under Waldersee, the Germans simply sold us to Russia. We don't seem to have any backbone anywhere and are like the fable of the old man, his sons and the ass-put ourselves to any amount of trouble, please no one, injure ourselves and lose the ass."

The Manchu officials in charge of repairs on during August it appears that 39 members of the palaces and palace gates are making hay the European and foreign community (32 civi- while the sun shines, wrote the Peking correslians, 7 soldiers) and 475 Chinese died in the pondent of the N.-C. Daily News on the 15th course of the month. 96 deaths were due to inst. The improvements are rapidly progress. chest-affections and 93 to fevers, of which ing and certainly indicate that the Court will plague claimed 44 and malaria 43, 112 of the return. The remnants of the tower over the Chienmen, or main front gate of the Tartar City, have been removed. We hear that no new tower will be erected, as foreigners hold the wall from this gate to the Hatamen, the Americans and Germans holding the position, and putting up guard-houses on the wall, where a foreign promenade is being made. The effect on the fengahui no one dares to think of. The Honmen, or main back gate of the Imperial City, having been destroyed by the Japanese, will also, I believe, not be re-erected. The entrance to Imperial precincts will now begin with the Tach ingmen. Probably all the portion beyond will be closed to foreigners, as in the old days. The Naval and Military Record of the 29th

ult says :- While we are constantly being reminded that the naval force on the China station is totally inadequate to meet the calls afternoon the Foochow Gun Club shot a friendly which may at some time or other be made upon match against The Sportsman's Gun Club of it, the strength of the squadron is far different Shaughai, which resulted in a win for the from what it was three and a half years ago, when Admiral Sir E. H. Seymour took over the command. Then the Conturion was the only battleship on the station; we had only five first class cruisers, of which three were ing that Lord Kitchener finds his hands tied armoured, but of a somewhat obsolete type of | seriously, and that in reconsidering his position armament; there were three second class and vessels. The squadron now consists of four better seasoned recruits be sent out to South holding his pony. Mount with apple in mouth. first class battleships, six second class and one Africa in the future, and that martial law be First past winning post with apple in his third class craisers, eleven gun-vessels, five proclaimed throughout Cape Colony. river gunboats, and five destroyers. To this force would have been added by this time the Cressy, one of the most formidable armoured craisers of the day, but for an unfortunate accident; and the Vengeance, battleship, is being hastened for service on that station, while the Albion is on her way to China to relieve the Barfleur. We shall then have on the station five first, class battieships, three of which are of a recent type and of the same design. At the same time it can hardly be said that in point of numbers our fleet will be as formidable as that of the Russians, but in point of homogeneity and fighting power we are probably in no way inferior, and the stimulus that has been given by Captain Percy Scott, C.B., to first class naval gunnery must also be reckoned as a factor in the fighting efficiency of the fleet. Sir Cyprian Bridge, therefore, has a far more effective force under his command than Sir E. H. Seymour commenced with, and there is very little fear during the time of his command of that force undergoing any relative diminution.

TELEGRAMS.

"DAILY PRESS" SERVICE.

PROM OUR CORRESPONDENTS.

THE CRISIS IN CHINA.

SHANGHAI, 29th September, 5.20 p.m.

A VEGETARIAN RISING.

The Nanchang mandarins report that there is a rising of "Vegetarians" on the They have besieged Chekinng border. Chiangshan. Appeals for aid have been sent to Hangehow.

#### GENERAL NEWS.

London, 27th September, 4 p.m.

the Eclipse Stakes of 10,000 Copper Cash, or THE MANCHURIAN RAILWAY. Cups. The off-saddling race, owing to the According to M. de Witte's report, the darkness, was confined by agreement to one heat instead of three heats. The first event, a railway is in operation from Harbin to New- entire cost of construction of the Manchurian Railway is 250,000,000 roubles. The annual cost is 24,000,000, including the expense of maintenance of 100,000 Russian troops to greatest number of backers. Loyalist, however, guard the railway line.

CZOLGOSZ TO BE ELECTROCUTED. Czolgosz, the late President McKinley's

assassin, has been sentenced to be electrocuted at the end of October.

LONDON, 28th September, 9 p.m.

THE AMERICA CUP.

The cup-defender Columbia after a close A correspondent sends us the following contest defeated the Shamrock II in to-day's yacht-race.

ADMIRAL SEYMOUR AT COURT. Admiral Seymour was received at an audience by His Majesty the King, and was personally invested with the Order of the

[Admiral Sir E. H. Seymour was made G.C.B. last year.]

H.M.S. "CRESSY."

H.M.S. Cressy's commissioning trial having proved unsatisfactory, her departure for China has been postponed.

#### REUTER'S SERVICE.

LONDON, 26th September.

SOUTH AFRICA-THE ENEMY'S STRENGTH.

Boer officials on the Continent declare that the Cape rebels number 15,000.

Commandant Botha's force is estimated

INTERNATIONAL ATHLETICS. The Harvard and Yale athletes have beaten the Oxford and Cambridge team at New York 2 Capt. Warren's Kungaroo, \*10st 8lbs. ...

by six events to three. GERMAN MINERS FOR CHINA. Forty German miners engaged for the Mr. Lewis Innocent, 9st 816s

German mines in Shantung will sail for Mr. Gunner's Favourite Rose, 11st 5lbs. China on the 1st November.

LONDON, 27th September.

KING EDWARD AND THE WAR IN SOUTH AFRICA.

serious conversation with Mr. Brodrick oon Mr. W. A. Cruickshank Millan cerning the situation in South Africa, and also Major Gwynne in connection with the question of recruiting, and the Yeomanry forces. The Pall Mall has the best authority for stat-

he desires that capital punishment for rebels be adopted instead of short imprisonment, that vour to secure an apple with his mouth whilst

LONDON, 26th September.

THE SENTENCE ON CZOLGORZ. Czolgorz, the murderer of President McKinley, has been sentenced to death by electrocution.

AMERICA AND THE BOERS. The correspondent of the Daily Chronicle at Washington states that President Roosevelt is determined to maintain a policy of absolute neutrality in connection with the Boer war, and that he will refuse to receive any Boer mission

London, 27th September.

THE AMERICA CUP RACE. The first yacht race for the America Cup took place yesterday, but was unfinished within the time limit, and declared off. The course was a beat outward of fifteen miles and return. The Columbia turned the mark boat half a

upwards of a mile.

GYMKHANA MEETING. THIRD

Bright weather favoured the third and last Gymkhana Meeting of the season, held on Baturday afternoon on the Race-course, Huppy Valley, Just about half-past three a shower of rain fellbut it was not heavy and only lasted a few minutes, the sun soon breaking through and dispelling the few clouds that showed up dark against the clear blue of the sky. " Gymkhana weather," however, is a saying whose truth has been so often borne-out that it probably would have surprised no one if at the very last moment the meeting had been spoilt by another of the deluges that have so often been responsible for the postponement of previous fixtures. Saturday's attendance was poor, very poor indeed when the excellence of the sport invariably witnessed is considered. Doubtless the cricket match presented a counter attraction that to some was too strong to be resisted, but H.E. the Governor decided to see the last of the gymkhanas, and was again present on Saturday. The drum and fife band of the Royal Welsh Fasiliers provided a very enjoyable selection of music. Ten and refreshments, as usual, were supplied.

As to the programme of sports, seven events in

all were down for competition—a three-quarter

mi e race, tent pegging, backet and apple race,

polo-pony scurry, off-saddling race, ball and

bucket race, and last, though by no means least.

three quarters of a mile handicap, saw all five

tart-Ludy Mary, Favourite Rose, Loyalist,

Kangaroo, and Innocent. Kangaroo was 61bs. overweight and Loyalist 2lbs. All were evenly fancied, Lady Mary if anything having the was by some looked upon as a pretty sure winner. The start was not a very good one, Lady Mary being almost left at the post. Kangaroo took the lead, and was followed closely by Innocent and Loyalist, Favourite Rose being fourth. This order was maintained on the stretch up to the Black Rock, where Innocent drew up slightly on Kangaroo and was in turn closed in on by Loyalist, whose jockey was nursing him well. Down the hill the order of the field was unaltered, save that Lady Mary had now taken fourth place from Favourite Rose, and was coming on gamely. Entering the straight a ding-dong race ensued between Kangaroo and Loyalist, which had beaten Innocent, the last-named being also pussed by Lady Mary, Kangroo's jookey was using the whip freely, but the herse was doing its best and could not keepshead of Loyalist, which, ridden splendidly, now shot past on the outside and won easily. The tent-regging was of very ordinary interest, only one competitor, the winner, succeeding in carrying the peg at each of the three tries allowed by the conditions. The third event, a bucket and apple race, provided great fun for the spectators. Seven buckets, one for each starter, were placed in a row across the track, and half filled with water (possibly by way of an assurance to the competitors, the programme expressly stated that the water was from Tytam). An apple was placed in each pail, and the competitors were to ride up to the buckets and each endeavour to secure an apple with his mouth whilst holding his pony. The two who were first to reach the buckets had too much pace on, and galloped past. The third man, although second to get down on his knees and "duck" for the apple, was almost the last to pass the winning post, the task laid down being not quite so easy of performance as it seemed. Mr. W. A. Cruickshank won. The polo pony scarry and off-saddling race were followed by the Eclipse Stakes, in which lifteen started. When the bugle that started the race was sounded, an amusing incident was witnessed. A pony ridden by a small boy, after a few preliminary sidlings and backings, began to run round in circles, and kept it up almost till the winner passed the post. The boy preserved a good seat and easily held his erratio mount in hand, though unable to presunde him to pursue

a straight course. Flying Fox won. Appended are the official results and times:-THREE QUARTERS OF A MILE HANDICAP FOR ALL HORSES AND PONIES.—Four to start or the race to be declared void; cup presented by the Hon. C. P. Chater; second to receive \$15. Mr. David's Loyalist, + 11st ...

(Mr. W. A. Cruickshank) (Major Gwynne) 3 Mr. P. A. Cox's Lady Mary. 13st 5lbs. ... (Mr. E. M. Bishop) (Mr. E. U. Pontifer).

> + 21bs. overweight. \* 9lbs. overweight.

Time, 1 min, 28 2/5 secs. TENT PEGGING; THREE RUNS EACH AT A SINGLE PEG. Points will be given for style and pace; cup presented by Sir Thomas Jackson. King Edward had yesterday a long and | Mr. E. M. Bishop Mr. A. Campbell Mac-Mr. A. C. Murry Capt A. L. F. Smith

(Mr. Gegg)

Capt, Warren Mr. J. Hestings Mr. J. Woodgates Captain Loring, R.A. BUCKET AND APPLE RACE. A number of tibs or buckets to be placed in a row, half filled with water from Tytam, with an apple in each; competitors to start dismounted with mp saddles; mount, ride to buckets and each endes-

apple at any time with his hand or any part vi his body except the mouth will be disqualified? Six to compete or no event 1 Mr. W. A. Cruickshank. 2 Mr. E. M. Bisbop. Polo Pony Soubly. For bond file posoponies, the property of playing members of

the Polo Cinb. From quarter-mile post in. Owners up. Catch weights, over 11 st 7 ibs. An owner entering more than one pony and riding one himself or unable to ride the weight to be at liberty to ask another playing member of the Polo Clab to ride for him. Weights to be raised if necessary to 11 st 12 lbs. Six 4

1 Mr. W. A. Cruicksbank s. Tredcle. (Owner) 2 Mr. R. J. Cumming's 3 Hon. T. H. Whitehead's Guy Pawkes. (Mr. Ball-Acton) Major A. B. Hamilton's Captain S. Jones Quartz. (Owner) Wallaroo

Captain Warren's Wallaron Hon. T. H. Whitehead's Byculla. (Major Gwynne) Time, 29 2/5 secs.

OFF-SADDLING BACK .- Best of three heats; start in saddle from somewhere near the mile post with saddle properly girthed with mile shead of Shamrock II and finally led by two single girths; first past the post of cenest with saidle in hand and girths aftached wine;

no contrivances for slipping girths allowed. Six to compete or no event. Mr. E. M. Bishop Mr. A. Campbell Mr. P. A. Cox Captain Loring, R.A. 2 Mr. E.C. Pontifex

Mr. W. A. Cruickshank Captain Warren

Mr. H. A. MacIntyre THE ECLIPSE STAKES OF 10,(0) COPPER CASH OR CUPS FOR FIRST AND SECOND. Presented by H. N. Mody, Esq. Scratch to start at the mile post. Each competitor sends in name and description of horse or pony to be entered by him with the weight to be carried. Riders are notified that they will be required to weigh out at not less than the specified weights. No objection to be raised to carrying overweight.

1 Mr. MacIntyre's Flying Fox, 10st 5lbs 375 2 Capt. Warron's West Australian, 11st 71bs 3 Mr. Gunner's Sir Bevys, 10st 111bs Mr. P. A. Cox's La Fleche, 10st 8lbs Scraich

Mr. Lewis's Jeddah, 19st 8lbs Hon. T. H. Whit-head's Ormande, 11st 4lbs 120 Mr. R. M. Cumming's Manifesto, 11st 4lbs 130 Mr. C. W. Dickson's Merry Hampton, 11st 7ibs 250 Mr. L. J. C. Anderson's Diamond Jubilec.

Capt Jones' Bend Or, 11st olbs . Mr. C. A. Ball Acton's Galtes More, 11st ... Mr. Sugden's Persimmon, 5st 6lbs ... Mr. M. R. C. Nanson's The Lumb, 11st . Mr. A. B. Garnett's Orme, 14st 5lbs. Capt. Warren's Diomed, 19st ...

#### CORRESPONDENCE.

We do not hold ourselves responsible for the oninious expressed by our correspondents.]

THE LEGISLATIVE COUNCIL AND THE FUNDS OF THE COMMUNITY.

TO THE EDITOR OF THE "DAILY PRESS." Hongkong, 28th September, 1901. Sir,-The sensible leader in your issue of this morning will be appreciated by many of your readers. It would be interesting to know on what grounds it was considered necessary to vote a sum of \$50,000 to the Queen Victoria Memorial Fund to supplement the amount of nearly \$78,000 raised by private subscription. His Excellency the Governor, according to your report of the proceedings at the Council Meet-

ing on Thursday, gave no explanation. The Legislative Council, more especially as it is not a representative body, was surely not well advised in taking upon itself to vote any portion of the revenue of the Colony for such a purpose. The sum of \$50,000 is, it is true, a mere nothing to the Colony, but there are at at least three distinct grounds why such a vote should not have been made :--

(1) The Legislative Council, although it has legally the power, had no right to make it.

(2) The idea of erecting one large memorial in London and asking British subjects all over the world to subscribe to it is ubsurd, and much fitter way of erecting a memorial worthy of Her late Mujesty could, in so far as this Colony is concerned, have been found in Hongkong.

(3) To commandoer public funds after having Incuepted voluntary subscriptions is no compli ment to the late Queen.-Yours, etc., DISGUSTED.

DINNERAT THE CLUB LUSITANO. The members of Club Lusitane celebrated the birthday of Their Most Fuithful Majesties the King and Queen of Portugal on Saturday by a dinner in the club-house. The large and on many previous occasions for balls, theatrical performances and concerts, was plainly but tastefully decorated for the purpose, and proved to be an excellent banquet-hall, providing accommodation without the least inconvenience for about 70 persons, who sat down to do full justice to an excellent menu provided by the Club's chef. Senhor Conselheiro Romano presided, and there were present, besides the submitted. According to the text books, a man members of the Club, Mr. Haver Droeze, Consul-General for the Netherlands, Mr. Oustinoff, Consul for Russia, Mr. Kato, Consul for Japan, the Vice-Consul for France, and a few officers of H.M.S. Argonaut. Other foreign consuls were also invited, but for various reasons were mulblo to be present. The health of the King and Queen was proposed by Senhor Romano, and was very enthusiastically received, the band playing the Portuguese national antuem. The arrangements were ably carried out by the committee, and everything went off without to invent a law, but must judge according to the slightest hitch. Through the courtesy of Commodore Powell, Captain Cherry and the officers of H.M.S. Argonaul, their band, under the leadership of Mr. Moss, was present, and Tenlivened the proceedings with a selected pro- able. gramme. It was a very successful dinner, and the guests left highly pleased with the hospitality dispensed by the mombers.

The following was the menu:-Sopa de ninho de passaro a mandarina. Peixe com molhe de tomates. Pastellinhos folludos de figado. A seado de narcejas com agrices á jardineira. Lombo de vacca lardrado com molho de cepes. Paté de foie gras de Strasbourg com trufas. Pombo com arroz á lusitans. Capio e carneiro ussados a ingleza. Presunto de York.

Salada russa. Lepargos e ervilhas á franceza. Feijiio verde guizado e batatas. Pudding a romana. Geleia. Sorvete de morangos.

Conservas e fructas de estação, &c., &c.

EATEST STEAMER MOVEMENTS

The C.P.R. steamer Enpress of China arrived at Shanghai at 10.30 a.m., on the 28th inst., and left again at 10 p.m., same day for Hongkong, where she is due to arrive at 9 a.m., to-morrow: The Imperial German Mail steamer Preussen left Shanghai via Foodhow on the 28th inst. om, and may be expected here on or about the

The silk er the C.P.R. steamer Empress of India arrived in New York on the 27th inst

1067 NEWSPAPERS RECOMMEND. MACRIVEN & CAMERON'S PENS. THE WAYNELEY Pan, for Easy Writing. THE FLYING I writes 200 words per dip. WARRET WORKS EDINBURGE | a-rattin wi pigs, wouldn't I !"

ENGINEERS' CONCERT.

A successful and thoroughly enjoyable

"smoker" was given on Saturday evening by the members of the Institute of Engineers and Shipbuilders at their rooms in Des Voux Road. The programme was large and comprehensive, and was evidently well appreciated, judging by the continued applause which met each item while "the inner man" was not forgotten by the committee in charge of arrangements. The programme opened, owing to the absence of Mr. H. A. Minte, with a song by Mr. H. B Bridger, who rendered "The King's Champion" and "The Gauntlet." Mr. Brand sang " Jessie's Dream." but was heard to bet'er advantage in "Anchored." Mr. Sibbitt delighted the audience with a violin sole, an intermezzo from Cavaleria Rusticana, and "Home, Sweet Home. Mr. A. Cunningham's "Drinking Song brought the audience's enthusiasm to encore pitch, and nothing less than "Father O'Flynn would satisfy them. The same gentleman sang "Thursday" in the second part of the pro-Hat 51bs 270 gramme, and again had to respond with an encore. "Mandalay" was appreciatively rendered by Mr. S. O. Jenkins, who in response to an encore sang "She is the Belle of New York and later on "The Harmless Little Girlie" and "A Jovial Mind." Mr. W. J. Terrill delighted. the audience with "The Merry Monk" and "The Deathless Army" as an sucore. He again obliged later on with "Asthore" and the position of the Company will be strengamused his audience with "Mary had a little which we have, until recent years, enjoyed. Ram." Sergeant Simmers, R.E., a guest. "The Admiral's Broom" and as an encore "The Skipper." As a finale he roug. "The Longshoreman" and "Out on G. Deep." We must not forget to mention that a great part of the success of evening was due to the untiring labours of Mr. T. Hughes, who so

generously gave his services as accompanist. The programme having come to a close, Mr. W. Ramsay, Vice-President of the Institute. expressed his gratification at the undeniable success which the efforts of the committee had met, and intimated the probability that these "smokers" would become a monthly institution, and expressed a hope that he would see the same faces gathered together at the next month's concert. A vote of thanks to-the committee, Mr. Hughes the accompanist, and the gentlemen who so kindly helped, all of whom but one were non-members, was then proposed by the chairman and enthusiastically carried. Another vote of thanks by the members to the visitors was followed by " Auld Lang Syne.

> POLICE COURT. Saturday, 28th September.

BEFORE MR. HAZELAND.

This case, in which Ng Lau Kum was charg-

ed with cheating a fishing jank owner of the

ALLEGED CHEATING.

sum of \$22.30, and which was remanded on Tuesday last, came up. Mr. C. D. Wilkinson, addressing the Court for the prosecution, maintained that the nature of the offence committed came within the section on cheating. The nature of the fraud was such that it might be practised upon others. It had been shown in the evidence that others had been defrauded in a similar manner. Even complainant had on several occasions been defrauded by others in a similar way. It had been shown that it was not only customary but necessary to pay advance of wages. It was commodious hall of the club, which was used abundantly proved that the nature of the fraud was not such as had been caused by neglect of proper precautions or carelessness on the part of the complainant. He was bound to pay the advance and bound to trust defendant. Had complainant paid the money on a mere statement of defendant's, it would under the law have been no offence, but it was absolutely necessary

for complainant to pay the money, otherwise it was impossible for him to get sailors, as had been proved by evidence previously to be a cheat must commit a fraud which affect ed or may affect the public. At first sight this seemed as if the fraud must be such as affected not a part or section, but the whole world. This, however, was clearly not the meaning; rather, the fraud perpetrated on the public or person might also be perpetrated on others, and therefore it affected the public. It was clear that a man like defendant should not be placed in a position to defraud without being punishable, nor should a person like complainant and others in a similar situation be placed in a position to

be defrauded without a remedy. His Worship intimated that he was not there

existing laws. Counsel admitted his Worship's contention; but maintained that as long as the offence militated against public policy it was one that affected public policy and was therefore punish-

His Worship at this point informed the respective counsels that he would reserve judgement until Monday.

OBSTRUCTIONS CAUSED BY TRUCKS There were a dozen cases of obstructions caused by licenced trucks brought before His Worship by P. C. Aris, which were despatched

with fines of from \$3 to 86 each. BEORE MR. KEMP.

UNLICENCED VEHICLES. Au Chum and Cheung Ping were charged with plying unlicenced vehicles for hire and were fined \$15, or one month's hard labour each

GUN WITHOUT LICENCE. Hichiko, a Japanese, wishing to go to Canton, boarded the s. s. Fatshan. Unfortunately, he had a gun with him without a permit from the Capt. Supt. of Police, and so had to come back.

escorted by P. S. Reynolds. He was fined \$10 or fourteen days, and being unable to pay the fine he went to gaol. The gun was confiscated.

The village poacher met his sporting vicar one Sunday morning, just before service. Well, my man," said the vicar. "where are you off to with those two terriers? You are certainly not going to church this morning. No. sir, no mere I bain't. I'm goin rattin'. "But you ought not to neglect your duties in this way. And a man in your class of life should not possess two dogs like that." Well, there's naught amiss with the darge. I've refused a bid of ten quid for the the aggregate amount of charter money receiv-"Oh, how improvident of you. You THE FLYING SCOTCHMAN Pair, histord of a Quill should have taken the money and bought pigs." "Aye, and a fine fule I'd 'a' looked goin'

DOUGLAS STEAMSHIP CO., LD.

The eighteenth ordinary annual meeting of the Douglas Steamship Company, Limited, was held in the offices of Messrs Douglas Laprais & Co., the General Managers, on Saturday at noon. Mr. H. P. White (Chairman) presided, and the others present were Mesers R. Shewan, C. S. Sharp, C. H. Thompson and Hon. J. Bell-Irving (Consulting Committee), W. Parfitt (Secretary), G. L. Tomlin, T. H. Reid, S. A. Joseph, G. C. C. Master, W. Davis, W. Bailey, A. R. Ezekiel, W. H. Gaskell, Ho Fook Capt. Roach, T. F. Hough, P. Potts, A. Babing ton, E. Georg, G. U. Anderson, and Chun Tong. After the notice convening the meeting has

been read by the SECRECTARY, The CHAIR MAN said-Gentlemen, the report and accounts having been in your hands for some days, we propose, with your permission, and following the usual custom, to take them as read. I regret that, owing to unforeseen circumstances, we were not able to place them before you some days earlier. You will gather from the report that it is proposed to pay a dividend 3 per cent. on the capital of the Company, and to write off the balance of profit, amounting to \$41,08738 from the values of the Company's properties. To some shareholders it may appear that the amount which it is proposed to write off is large in proportion to the net profit, but I would point out that nothing was written off from this account last year, and that, while some of the older steamers stand in at a low figure, the newer Boats have been written down to a small extent only, and you must bear in mind that by passing this amount to depreciation account the intrinsic value of the shares is greatly enhanced, and "Queen of the Earth." Mr E. O. Murphy | thened, until we see a return of that prosperity The General Managers and Consulting Committee, after mature consideration, have decided who sang well, obliged the nudic ce with that this is the most desirable manner in which to distribute the profits of the year, and we have confidence that shareholders will sustain us in that opinion. Regarding the past year's working the chartering of some of the Company's steamers to the Government has been responsible for a not inconsiderable portion of the profits thereon, and while on this subject I may mention that the Formosa is still under charter, and will in all probability remain in the North till late in the year. Our coasting trade during the period under review has been restricted, particularly during the first part of the present year, and this, coupled with keen competition on the part of the Osaka Shosen Kaisha, has made profits on the steamers' earnings on the coast only moderate. I am pleased to be able to to state, however, that during the last few mouths the demand for tonunge on our lines has considerably increased, and though we have not, so far, been able to make any satisfactory arrangement with the management of the competing line, we are not without hope that before long we may be able to report that an understanding

has been come to. As regards the present year, I may say that the Company's steamers are fully employed, and that the earnings for the quarter are very satisfactory, and should this improvement in trade continue, there is every prospect of a remunerative year's work-I should like to draw attention to the amount, \$13,727.16, still owing by the late Amoy agents (Messrs Lapraik, Cass & Co.) and to say that a further sum will be recovered against this during October. It is expected that by the sale of 195 shares in the Company standing in the name of the late Mr. Cass, on which the Company has, under its Articles of Association, a lien, the whole debt will be paid off by the end of the current year. Before moving the adoption of the report and accounts,

I shall be pleased to answer any questions. Mr. Joseph-Gentlemen, before the report and accounts are passed I should like to put a few questions. I see from the report that the value\_of the Company's six steamers is put down at \$1,054,203,16. Does this sum repre-

set the present market value? The CHAIRMAN- No. It represents the value as it is written down in the books. Mr. JOSEPH-Yes, but is the market value of the steamers more than this sum. or less? The CHAIRMAN-They will have to be valued

before we can say the exact market value. Mr. JOSEPH-I see here that they are valued at that amount. Are they over-valued or under-valued?

The CHAIRMAN-We should have to get them valued to ascertain that. Mr. JOSEPH -So they are not valued?

The CHAIRMAN-No. necessary to write off this sum of \$41,087.78 | vas left ad der post. Dis is vot got away ven from the book value of the Company's property? | der flag droppen :

The CHAIRMAN-Yes. Mr. Joseph-On what grounds? The CHAIRMAN-Because the present position of the Company is such that we cannot

neglect to do so. Mr. Joseph-So it is a fair value of the The CHAIRMAN-Yes, a fair value.

Mr. Joseph-Evidently the dividend that is being paid is not actually earned. How is it earned: The CHAIRMAN-There it is: \$109,208.26, the profit for the year, then you bring \$57,288.31 from the Reserve Fund and deduct \$65,408.78, the debit balance, from last account,

paying a dividend that is not earned, and whick is taken from the Bank and paid to the shareholders. Is that not so? The CHAIRMAN-Oh, no.

Mr. JOSEPH-I see from the report that the General Managers and Consulting Committee attribute the unsatisfactory business of the Company to the low and unremnnerative rates which are ruling for cargo to and from the coast ports and Formosa, coupled with the high price of fuel. Is it not also the fact that shippers receive less consideration at the hands of the General Managers than they do from the opposing line, and, in consequence of that, they have withdrawn their support?

The CHAIRMAN-No, you are quite wrong. Mr. JOSEPH-Well, to my knowledge there are two of the biggest opium-shippers, whose collective freights to us alone amount to \$17,500 annually, who have withdrawn their support back your poet-laurelate. I am a poet, not a One of them lately is only giving the Company something like 30 or 35 per cent. of his shipping. That is to my knowledge; not hearsay.

Mr. Hough-I rise to a point of order. Mr Joseph just states that he knows an opium shipper who has received better terms from the opposition line than he received from the hands of the Douglas line. I take it that our case, where there is opposition with one line competing against another, he has gone to the cheapest market.

Mr. JOSEPH-Is that your answer!

The CHAIRMAN-Yes. Mr. Joseph-Is it not the fact that, when a robbery was committed on board one of our steamers, the shippers complained and did not receive the due consideration they deserved? The CHAIRMAN-I sm going to answer that guestion by and by.

Mr. JOSEPH-I would like to know what is ed from the Government?

The CHAIRMAN-Any more questions? Mr. Josefu-Is there no answer to that question!

The CHAIRMAN-Yes, by and by. Mr. JOSEPH-I see that you also mention in the report that the General Managers have from time to time approached the opposing line with a view to advancing the rates on the coast to the shareholders at the twentieth ordinary and at Tameni, but that up to the present no general meeting, to be held at the offices of the satisfactory arrangement has been come to. only want to ask who "approached." Did you at noon :approach them first, or they you?

b**v an**d bv. the report about the steamer running south. Is 30th ultimo. this venture proving advantageous? I should like also to know what is the average annual sum spent on the upkeep and maintenance, ctc., of the Company's fleet? That is all I want

to know. marks. I reply, as regards the writing down ing the reserve to \$1,200,000, and to carry of our steamers, that the steamers are old and forward the balance of \$84,448,57 to the buyers do not want old steamers, although, of current year's account. course, to replace them we should have to pay a little more. They are written down at what we think is a fair value. With regard to what | credit of \$509,591. you said about the carriage of cargo by the opposition boats. I may say that the amount of cargo carried by the Douglas boats is probably three times as much as that carried by the Japanese boats, and, with regard to what tion of the shareholders. The Hou. C. P. you said about the opium, we know that there | Chater, C.M.G., Messrs. D. Gillies, F. Maitis one hig shipper who also ships by the land, D. M. Moses, and H. P. White retire, but Rot, and Dampness. Japanese boats as well perhaps in larger offer themselves for re-election. quantities by the Japanese boats because he gets a cheaper rate, as we know. As regards the robbery of opium at Focchow, Fullarton Henderson and W. H. Potts, whose which you refer to, that was brought before us re-election is recommended. and the claim was paid by us. With reference to the amount of charter money paid us by the Government, I don't think-it would be at all advisable to discuss that at a public meeting. It will come out afterwards. With regard to approaching the opposition, we ourselves have from time to time written letters asking them to consult to try and get rates up. To these letters they have always returned evasive replies, and at present, although the management down here of the Japanese steamers express themselves as willing to fall in with our views, they state that they cannot do it without hearing from the Head Office in Japan. That is how the matter stands at present. You ask whether the Southern line is a paying venture. I don't think it is desirable to discuss in public whether one part of the line pays or not, and the same remark applies to the amount paid for repairs and management, etc. To give these things away at a public meeting would be very detrimental to the interests of the Company and we should be giving to our opponents a great deal of in-

formation they should not know. (Applause.) Mr. JOSEPH-My object in asking these questions was simply to elicit more clearly certain matters connected with the sum available for dividend, and because there are people outside who are talking too much about the commission the General Managers are charging. I asked those questions to elicit the facts, so that people will not talk so much against the Company. (Applause.)

There were no further questions, and on the motion of the CHAIRMAN, seconded by Mr. TOMLIN, the report and accounts were adopted. Mr. HOUGH moved the re-election of Messrs R. Shewan, C S. Sharp, C. H. Thompson and Hon. J. J. Bell-Irving as Consulting

Mr. REID seconded, and the motion was Mr. Joseph moved, and Mr. EZEKIEL seconded, that Mosers. W. H. Potts and W. H. Gaskell be re-elected auditors for the en-

Committee.

suing year. The motion was carried. The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance.

A LIFE OF ALFRED AUSTIN.

Dividend warrants will be ready on Tuesday.

The following appears among a series entitled "Dinkelspiel's Lives of Famous Men" appearing in an American contemporary : -

Led us now make life miserable for each udder vile ve glide sviftly through der life uf Alfred Austin, der poet laurelate of England, kind regards to Rutyard Kipling, Swineburne please write.

Dis teaches us der lesson dot id takes patience to wrote poetry; patience is a virtue is ids own reward-durefore dare is nod much ready money in poetry unless you write id for der pickle signs. Ven Alfred vas too young to imprisonment

at hart labor be wrote his fairst poeticals. He Mr. Josi PE-Do you consider it absolutely saved ub many vords for id, but some uf dem

Mary hat a leedle lamb. 'Tvas goot, beyond all oves ion; Den Mary vent und hat some more.

Den she hat indichestion. Ven dis poetical appeared der British puplic

Vent vild ofer id. Dey dit nod know vedder to gif him der poet laurelate en der spot er offer him thirty days in chail. Two yeeks later Alfred vas ub und arount again, vich teaches us der lesson dot a brafe, stoid beart vill carry us through der grafes

troubles unless der police know yust vare to fiud us. Den der var began to break ould in spotst Mr. Joseph-Yes, but this year we are here und dare in dere In der Transvaal. Der Minister of Home Affairs in der Foreign

( flice sent for Alfred. "Haf you nodiced," set der Minister, "dot ve haf a var vich is like der freckles on der small boy because id breaks ould uneggspectantly?" "I haf my pencils sharpened-on mit der var,

led rhymes be unconfined!" set Alfred. Den der Minister obened ub a map uf der Transvaal, bud ven Alfred glimpsed a cubble uf der names on id he picked onid a fainting spell and used id.

Ven Alfred recovered he handed back der poet jaurelate to der Minister. "Look addem names!" set Alfred. "Look

Sprui enspicklebruitsfordendorp! Yeldtentreckkingspanjohenkop! Spionkopfenhausenspringbrokenhurst-by-the-veldt! How could a human being ged a rhyme for such? I would haf to dig dom ub mit a shovel. Took plumber!"

"But vait. Als vait!" set der Minister. How can der var ged along unless you wrote someding vich vill keep as mad all der vile?" "Nefer!" set Alfred; "I am nod a Swiss cheese to associate mit such names." Den Alfred vent home and wrote der

poeticals vich makes der blood pubble in der heart uf efery man dot has der courage to readidal Took ab der vite man's burden, Ye sons of Englant fair!

Be men, und doan'd sid down in A pale, pea-green park chair! Took ub der vite man's burden, Und took id home mit you! Dor chair vill fit your parlor-Den vot vill Clausen do P Took ub der vite man's burden Before id is too late : No pennies pay for tribute.

Und not a cent for Spate. From der life ut Alfred ve learn der lesson dot Spate deserts all he gods, wich is nod as much as he oggspocted.

CANTON INSURANCE OFFICE, LTP.

The following is the report for presentation general agents, on Thursday, the 17th October,

The General Agents and Consulting Com-The CHAIRMAN—That will also be answered | mittee beg to submit to the shareholders the final accounts for the year 1900, and an Mr. Joseph-There is nothing mentioned in estimate of the present year's working to the

The result of the year's working is a credit balance of \$264,448,57, out of which, and with the approval of the shareholders, it is proposed to pay a dividend of 26 per cent. (=\$13 per The CHAIRMAN-With regard to your re- share), to add \$50,000 to the reserve fund rais-

1901 ACCOUNT. This account shows an estimated balance at

CONSULTING COMMITTEE. Mr. J. H. Lewis having resigned, Mr. H. P. White was invited to and accepted the vacant seat. This appointment requires the confirma-

The accounts have been audited by Messrs. JARDINE, MATHESON & Co.,

General Agents, Canton Insurance Office, Limited Hongkong, 28th September, 1901.

The following are the accounts :-STATEMENT OF ACCOUNT.

ŀ	. OIMIDMENT OF ROOTON	·, •		` '
ı	For the year ending 3lst December,	1900.		
1	LIABILITIES.		S	c.
1	Capital subscribed \$2,500,000.00		١.	
ļ	Amount naidan	500.	ũớa.	90
. {	Amount paid-up Reserve fund	150	MM)	m
-	Outstanding dividends	5	247.	ስስ
ŀ	Outstanding boxus		828.	
ı			000	
.	Accounts payable			
1	Balance of working account, 1900	264,	440	,a,
.		. 646	-00	40
'	\$2	2,010,	522	.4%
ŀ	·	<del></del>		
١	ASSETS.		\$	C.
	Cash, on current account with Hongkong	-	-	
	and Shanghai Banking Corporation	147,	739	.02
١	Fixed deposits,—	. ,		
٠	Hongwong and Shanghai Banking Cor-			
1	poration	100,	000	.00
	Chartered Bank of India, Australia			• • • •
١.	and China	95	000	na.
		50,		
			000	
, !	Bank of China and Japan, Limited	1.013		
	Mortongoa :	1 1112	. 4	
-	Mortgages	1,014	,	20
	Hongkong and Kowloon Wharf and Go-	•	-	
	Hongkong and Kowloon Wharf and Go- down Co., Limited, debentures	•	,000	
7 3	Hongkong and Kowloon Wharf and Go-	94,	<b>6</b> 00	.00
	Hongkong and Kowloon Wharf and Go- down Co., Limited, debentures Shanghai and Hongkow Wharf and Go- down Co., Limited, debentures	94, 68	,000 , <b>86</b> 4	.00 l.57
	Hongkong and Kowloon Wharf and Go- down Co., Limited, debentures Shanghai and Hongkow Wharf and Go-	94, 68	,000 , <b>86</b> 4	.00

United States bonds (4 per cent. loan, 1925) Interest accrued but not yet payable	400,000,00 29,363.50
	2,010,522.42
	), <b>\$</b> ('
To amount brought forward from last account	
To not premia received, loss returns and reinsurances	1,338,879.16
To exchange	2,772.71 123,814.84
To transfer fees	53.00
	\$1,527,573.41
	8 c.

By charges, including directors', anditors' and survey fees, agents' expenses, 261,448.57 By balance as above ......

\$1,527,573.41 ESTIMATE OF WORKING ACCOUNT. To the 30th September, 1001,

To premia, less re-insurances ..... To interest, received and accrued To transfer fees -81,183,019.00

513,428,00 By losses paid and outstanding ......... By charges paid and accrued ....... By commissions paid and accrued ....... By balance

\$1,183,019.00

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Hon Secretary, 19. Queen's Road. 2nd Floor. Hongkong 17th September, 1991.

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terized Chinese publications.

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MAP OF THE SIKIANG OF WEST From Hongkong to Wuchowfu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897

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LOVE, COURTSHIP, AND MARRIAGE.

THE REV. E. J. HARDY (Author of " How to be Happy Though Married," &c.).

VII. THE FIRST YEAR OF MARRIED LIFE.

The advice "Drive gently over the stones!" which is frequently given to inexperienced whips, may be respectfully suggested to the newly married. There are stony places on the road to happiness which, if not carefully driven over, may upset the domestic coach. The first rock should which should be marked "dangerous" is the first year of married life: here, especially, it is the first step that costs. During this year errors may be committed which will cast a shadow over every year that follows. A lady once asked Dr. Johnson how in his dictionary he came to define pastern the knee of a horse: he answered "Ignorance, madam, pure ignorance." This is the simple explantion of many an accident that takes place at the commencement of the matrimonial journey. The young couple have not yet learned the dangerous places of the road, and, as a consequence, they drive carelessly over them. A man who was fond of the leg of a chicken helped his wife to that part the whole of the first year of his married life, thinking that it was the best. She preferred the "white part," but was also too unselfish to hint that she had this preference. How many mistakes of a much more serious kind are made from want of knowledge and explanation during the first year of married life! On awakening suddenly from sleep we feel put out and cross: may not the young husband and wife experience feelings not entirely different when they awake to reality from the dreams of courtship and the fascination of the honeymoon? Everything must once more be contemplated after the ordinary manner of the world, once more with subdued feelings spoken of, considered and settled. For the first time husband and wife see each other as they actually are. Each brings certain peculiarities into the married state to which the other has to grow accustomed.

A REASONABLE AXIOM. A young man must not imagine that after marriage he can go on living his own life with the additional embellishment of some gay, simple, easy hearted creature, who would lie lightly upon the surface of his being, be at hand whenever solitude or serious pursuits had become irksome, and never be in the way when not wanted. Visions these are; merely dreams of our Epicurean youth. No, when married we must put away our bachelor things as we do childish things when we become men.

The domestic life of George Sand, the great French novelist, was so unhappy that she left her husband, and wrote bitterly about marriage. The quarrel was caused by his habits. He used married as possible. This always causes unhap. for a wife to disregard the precept—" Feed the piness, and is very wrong, for no man ought brute." to like his club and his amusements better than his home. At the same time the wife who is wise will not begin married life by insisting that her husband give up his club, male friends, and all the interests of bachelorship. She knows that it is possible for man to be overcome with demesticity and that toujours perdriz is wearisome. Men about home all day become fidgetty, grumpy, and interfering in household matters about which they know and ought to know nothing. It is indeed, almost a sine qua non of domestic felicity, that a man, even a newly married one, should be absent from home at least six hours in the day. Jones asked his wife, "Why is a husband like dough?" He expected her to give it up, and he was going to tell her that it was because a woman needs him; but she said that it was because he was hard to get off her hands. People should begin their married life by burning up in the fire of their present ardent feelings all "fads" and little ways that are disagreeable to each other. Like government, marriage must be a series of compromises. Where principle is not involved, husband and wife should be willing to yield, however new it may be to them, however different from what they themselves thought. Self must be sacrificed in order thereby to gain the help of another beloved existence. And the habit of doing this, if it is be formed at all, must, as a rule, be

formed during the first year of married life. No matter how poor they are, people should another, "that you and your wife are always start the matrimonial firm in something they disagreeing?" "Bocause," replied Pat, "wo can call a home of their own. Manya marriage, are both of one mind—she wants to be master, has turned out a dismal failure, because from and so do I." They go to church and say "I false economy or some other motive, two families have attempted to live together as if they were or the other says" I won't," and that begins it. one. The best way of keeping friends with one's relations in law is not to see too much of them Paley, that he and his wife had lived together especially during the first year. Sydney for thirty years and never had a difference of Smith's definition of marriage is well known: opinion. Paley's comment was: "It resembles a pair of shears so joined that praiseworthy, but how very dull." There is they cannot be separated, often moving in more spice and zest in domestic life when opposite di ections, yet always punishing any husband and wife do not think exactly alike one who comes between them." Certainly those and if either of them are the stronger, it is who go between them deserve to be punished, great mistake, besides being tyrannical, to try and, however they may differ in other respects, to crush the opinions and individuality out of married people, especially during the first year, should agree to protect themselves against the Well-meant, perhaps, but injudicious interference of friends. It is quite possible to be happy in a small house, but married life should not be begun in one that is insanitary. We ought never to attempt to economise at the

expense of health. During the first year the young people have to settle the scale of domestic economy upon which they propose to live. This can be more easily I to the supremely happy, "Tell me, dearest, how i of trying to get the last word, An old Athenism !

allowance?" "It was so easy," she marmured. when first alone, should eat a quince together, "And now that I have done it once I wonder in token, as this fruit was the symbol of good why I never thought of it before. I found, | will, that their conversation should be mutually dour, that in almost every instance I could get | pleasant. The young husband need not be things on credit."

a delusion. From the first a wife should form the habit of paying her bills every week, for it is only very rich people who can afford to have

their names in the books of tradesmen. It is true that many a poor wife is not given by her husband money to do this, nor even told how much his actual income is. There are men who say to the women they marry, " With all my worldly goods I thee endow," and afterwards their wives find it difficult to get enough money to buy a postage stamp. The man who respects his wife does not turn her into a mendicant: he gives her a purse of her own. Money is not essential to happiness, but happy people usually have enough: therefore a wife

should be given enough, neither less nor more. Married people were gentleman and lady before they were husband and wife, but they often forget this. The necessary familiarity of their relationship, if caution is not taken during the first year, produces, if not contempt, at least a disregard for each other's feelings which is the essence of bad manners. Why not be as tactful and as little inclined to find fault with your wife, or life partner, as you are with your business partner? Why not entertain and amuse her as you do your customers and patrons? Perhaps more coldness and estrangements, if not absolute quarrels and separations, grow out of a disregard of the common rules of courtesy in married life than from any other

TO OBTAIN CHIVALROUS HUSBANDS. Men cannot be chivalrous and self-denying if women do not give them the chance of cultivating these noble qualities. Instead of this, some fondly foolish wives encourage their husbands in rudeness and selfishness by not demanding and even insisting upon that attention, consideration, and help which every woman, much more a wife, may claim from a man. Sometimes it is a woman's "highest pleasure" to bear all her husband's burdens. To secure this highest pleasure, she makes him weak, inefficient and childishly selfish. If she had taken a proper stand and respected herself and her sex during the first year of married life, things would have been very different. "To be ever beloved one must be ever agreeable, so it is most foolish, as well as wrong, for a young woman, when married, to lay aside those graces and accomplishments that won her her husband. It is this sort of thing that made Swift say that because young women spend their time in making nets, not in making cages."

"Think not, the husband gained, that all is

The prize of happiness must still be won; And oft the careless find it to their cost, The lover in the husband may be lost.'

Young wife: "Suppose you were to come down late one morning and find the coffee cold, suddenly to leave home, and remain away on what would you do?" Her husband: "My hunting expeditions, and in the company of dear, I should make it hot for you." Of course boon companions, for days. He behaved, in a husband ought not to expect much when he short, as a single man, and tried to be as little is unpunctual at meals, but still it is never safe

The following remedy has been suggested for a delicate wife: "For a slight headache, give her a dozen pairs of gloves; if it grows worse, a new gown. In extreme cases a new hat has been known to produce instant relief. For nervous debility, a new horse and carriage; for dulness, a theatre ticket; extreme weakness, a trip to the sea; nervous irritability, invite the lion of the season to dinner." We do not advise a man to begin his married life life by administing drugs in this way, for the domestic pharmacoposia would soon be exhausted, but there is one thing he ought to do, and that is to abstain from nagging (men can mag as well as women), arousing jealousy and every other action that may even even cemotely injure the health of his wife. Who has not heard of a bad-husband headache, or one brought on by the worrying and fault-finding of a selfish man? A man is always bound to protect the health and happiness of his wife, but this is especially the case during the first year of marriage. And the wife on her part ought, for the sake of others, if not for her own sake, to think more of her health than of dancing about from one kind of dissipation to another. Ignorance of the laws of nature does not make a young woman more innocent or better in any way, and it may destroy or blight her married life.

AGREEING-AND DISAGREEING. "What is the reason," one Irishman asked.

will," and then, perhaps, on the way home, one A man said, in the presence of Archdescon the other. There is room in the world for both, and God knew what He was about when He made them not the same, but of a different pattern. The domestic adjuster who insists that e crything shall be thought and done in the home just as he or she thinks it should be

thought and done, may be respected, but ought not to expect to be loved. mind her having the last word, if it it were the last word, but there are always more last words." raised afterwards than lowered, so it should be In the first year of married life a man may pictched below rather than above the mark at first | think that he cannot get too many words from A young husband drew his wife to his side and his wife, but his opinion will alter in this said in that tone of exultation which comes only respect if she schuire the most dangerous habit

You managed to live this month within your | custom required that a newly married couple, afraid of spoiling his wife by kindness, for an This getting things on credit is a snare and | cunce of praise is worth more than a pound of | fault-finding. A woman, "like the Koh-i-noor, mounts to the price that's put on her."

" Her strength is your esteem; beware Of finding fault; her will's unnerved By blame; from you 'twould be despair; But praise that is not quite deserv'd Will all her noble nature move

To make your utmost wishes true, Yet think, while mending thus your Love,

Of matching her ideal too." When a wife has been planning and working all day in order that she and her house may be pleasant for husband's reception on his return from work, does she not deserve a word of praise, instead of having all her efforts accepted as a matter of course in sullen silence? "My master," said the dog, "is all very well; but I wish that he had a tail to wag when he is pleased." Some husbands never wag their tails. "Man," says Victor Hugo, "was the conundrum of the eighteenth century; woman is the conundrum of the nineteenth." An American editor gallantly adds: "We can't guess her, but we will never give her up-no, never." quite agree that no man can guess woman, but that husband goes nearest to understanding his wife who loves her most and in the wisest way. And the more he studies her the more interest. ing will the subject be, and the less likely will he be to give her up. A woman, it has been said, is like tar, only melt her, and she wil take any form you please. We know, of a was. pish disposition, but if ever such a phenomenon should appear, let her husband remember that "more wasps are cought by honey than by vinegar." And the wife who wishes to keep an influence over her husband, should be careful not to run him down or ridicule bim, especially before others. Nor does it do any good to assure him with wearisome iteration that he is not the model husband that Messrs. So-and-so are. Rather she should occasionally tell him that, though there may be room for improvement, he is not a bad average husband. This will make him try to be a good one; whereas, if he thinks that he has lost all credit in this respect, he will become reckless.

THE WAY TO BEGIN. At the conclusion of a wedding in a village church, the bridegroom signed the register with "his X mark." The pretty bride did the same; and then, turning to a young lady who had known her as the best scholar in the school, whispered to her, while tears of honest love and admiration stood in her bright eyes, "He's a the reason why so few marriages are happy is dear fellow. Miss, but he cannot write; he is going to learn from me, and I would not shame him for the world." This was the right way to begin married life, for a husband and wife ought to be always ready to help and make the most of each other.

To those about to marry I should say spend the first year of your married life this way, and at its close you will have an experience of her marriage with Archdescon Hare, the following record :- "We have reached the end of this happy year. It has given to each of us, I believe, that which is more precious than any other gift of God, and not one anticipation of the happiness attending our union has been in vain. Not one cloud has come between us; each day seems only to draw us more closely together, and to unite our thoughts and feelings more intimately." A sad contrast to this was the experience of a lady, who lately said in my | SOLE hearing, in order to account for the unhappiness she had suffered in mavried life, "Oh, we began all wrong."

Next Week :- "Married Yet in Love."

#### BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

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Hongkong, 1st August, 1901.





#### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections. commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

]. From Green Island to the Harbour Master's 4, From Naval Ward to East Point. 2. From Harbour Master's to Blake Pier. TO BE DESPATCHED FOR PREIGHT APPLY TO CAPTAIN: FLAG & RIG BERTH AERRET, 8 NYME DESTINATION On 12th Oct, at Noon. Chellen, R.N.L. Brit. str. BUTTERFIELD & SWIDE ...... To-morrow CONDON, &C., VIA PORTS OF CALL ..... On 5th Oct., at Noon. Brit. str. P. & O. S. N. Co. ..... B. H. W. Snow ..... On 15th October. Brit, str. BUTTERFIELD & SWIRE On 29th October. Brit. str. BUTTERFIELD & SWIRE ...... On 12th November. Brit.str. BUTTERFIELD & SWIRE ....... On 26th November. Brit. str. BUTTERFIELD & SWIRE On 15th October. Brit. str. BUTTERFIELD & SWIRE ...... On 15th November. Brit: str. BUTTERFIELD & SWIRE ..... LIVERPOOL DIRECT..... On 3rd Oct., at Noon Brit, str. MELCHERS & Co. .... LIVERPOOL DIBECT ..... E. Prehn ...... On 7th Oct., at 1 P.M Ger. str. MESSAGERIES MARITIMES ..... PREUSSEN ..... BREMEN. VIA PORTS OF CALL ..... Bouis ..... On 4th Oct., at Daylight Fren. str. NIPPON YUSEN KAISHA MARSEILLES, &c., VIA POETS OF CALL W. Townsend ...... On 18th Oct., at Daylight. Jap. str. SANURI MARU ..... NIPPON YUSEN KAISHA ...... MARSEILLES, London & Antwerp, v. S'Pore, &c. F. L. Sommer ...... On 5th October. HAKATA MARU ..... HAMBURG-AMERIKA LINIE MARSEILLES, LONDON & ANTWERP, v. S'PORE, &C. On 19th October. Ger. str. HAMBURG-AMERIKA LINIE Christiansen .... HAVRE & HAMBURG. On 2nd November. Ger. str. Königsberg ..... HAMBURG-AMERIKA LINIE HAVRE, BREMEN & HAMBURG ..... Zurbousen ....... Ger. str. On 16th November. BAMBERG ..... HAMBURG-AMERIKA LINIE HAVRE & HAMBURG ..... On 30th November. Ger. str. HAMBURG-AMERIKA LINIE SEGOVIA ..... On 14th December. Ger. str. HAMBURG AMERIKA LINIE ... MARBURG ..... HAVRE & HAMBURG ..... Quick despatch. Ger. str. CARLOWITZ & Co..... HAVRE & HAMBURG ..... Kendall..... On 20th October. STATE OF MAINE ...... Amr. ship ... DODWELL & Co., LIMITED ... On or about 15th October. Brit. str. .. JARDINE, MATHESON & Co. ... NEW YORK VIA PORTS & SUEZ CANAL ..... On or about 25th Oct. .. Brit. str. SHEWAN, TOMES & Co. ...... LONGSHIPB ..... NEW YORK VIA SUEZ CANAL ..... On 30th October. Amr. ship. CARLOWITZ & Co..... MANUEL LLAGUNO On 10th November. Ger. str. SHEWAN, TOMES & Co. ...... CLAVERDALE ...... A. Smith ...... On 15th December. Brit. str. SHEWAN, TOMES & Co. ..... ADANA ...... F. F. Bement RK VIA SUEZ CANAL ..... On 23rd October. CANADIAN PACIFIC R. Co...... Brit. str. ASAMA ..... R. Archibald, R.N. NEW YORK VIA SUEZ CANAL ..... On 6th November. CANADIAN PACIFIC R. Co. ..... EMPRESS OF CHINA Brit. str. E. Beetham, E.N.B. VANCOUVER. VIA SHANGHAI, &c..... DODWELL & Co., LIMITED. To-morrow. J. Truebridge ..... VANCOUVER VIA SHANGHAI, &c. On 19th Oct., at 4 P.M. NIPPON YUSEN KAISHA ..... OLYMPIA ...... VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c. F. J. Herton On 2nd Nov., at 4 P.M. NIPPON YUSEN KAISHA ...... KINSHIU MARU ..... VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c. . On or about 14th October. TOSA MARU ,..... ALLAN CAMERON ..... VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C. ... On 12th Oct., at Noon. TOYO KISEN KAISHA ..... PORTLAND (OR.) VIA SHANGHAI, &c..... On 2nd Oct., at Noon. Hongkong Maru..... Jap. str. .. ∪. & O. S. S. Co. \............ SAN FRANCISCO VIA AMOY, SHANGHAI, &c. On 10th October. Anır. str. ... BUTTERFIELD & SWIRE ....... GARLIC .... SAN FRANCISCO VIA SHANGHAI, &c. ...... On 3rd Oct., at Noon. Brit. str. STRATHGYLE ..... GIBB, LIVINGSTON & Co...... St. John George .... SAN DIEGO, &c., VIA MOJI, &c. On 25th Oct., at 4 P.M. Brit. str. .. NIPPON YUBEN KAISHA ...... AIRLIE..... E. Moses AUSTRALIAN PORTS. ..... On 12th October. YAWATA MARU ...... Jap. str. BUTTERFIELD & SWIRE AUSTRALIAN PORTS..... On 17th October. Brit. str. .. SANDER, WIELER & Co. ... CHINGTU ..... AUSTRALIAN PORTS..... On or about 4th October. P. & O. S. N. Co. ..... Aus. str. TRIESTE VIA SINGAPORE, &c. T. H. Hide, R.N.B. On 11th Oct., at Daylight. Brit. str. NIPPON YUSEN KAISHA ...... SOCOTEA ..... G. E. T. Cook ...... YOROHAMA VIA SHANGHAL & KOBE On 18th Oct., at Noon. NIPPON YUSEN KAISHA ....... SHINANO MARU..... KOBE & YOKOHAMA ..... H. Fraser ...... On 8th Oct, at Noon. Jap. str. NIPPON YUSEN KAISHA KASUGA MARU ..... NAGASAKI, KOBE & YOKOHAMA ..... S. Yoshizawa .... On or about 12th October. P. & O. S. N. Co. ..... YAMAGUCHI MARU F. W. Vibert, R.N.R. MOJI, KOBE & YOKOHAMA ..... Brit. str. To-morrow. BUTTERFIELD & SWIRE COROMANDEL ..... On 4th October. BUTTERFIELD & SWIRE ..... TSINAN ..... On 2nd October. MITBUI BUSSAN KAISHA SHANGHAI Bit str. ... K. Suzuki...... On 9th Oct., at Daylight. MAIDZURU MARU ...... MITSUL BUSSAN KAISHA..... ANPING, VIA SWATOW & AMOY ..... S. Atsumi On 6th October. ANPING MARU ....... MITSUI BUSSAN KAISHA Jap. str.\_\_ FOOCHOW VIA SWATOW & AMOY ..... K. Sobajima . . . . . . To morrow, at 3 P.M. JARDINE, MATHESON & Co. DAIGI MARU ..... TAMSUI VIA SWATOW & AMOY ..... Leask . ........ To-morrow, at 10 A.M. DOUGLAS LAPRAIK & Co. ..... Brit. str. LOKSANG,..... SWATOW & TIENTSIN On 4th October. Brit. str. BUTTERFIELD & SWIRE .. HAITAN ..... SWATOW, AMOY & FOOCHOW ..... On 12th October. Moore ..... BUTTERFIELD & SWILE. Brit str. SUNGKIANG ...... On 2nd Oct., at 5 P.M. SHEWAN, TOMES & Co. ....... Brit. str. CHINGTU ..... J. E. McArthur On 8th October. BUTTERFIELD & SWIRE Brit. str. Pennefather ... PERLA..... To-morrow, at 3 P.M. DAVID SASSOON, SONS & Co..... Brit. str.

#### BOMBAY, VIA SINGAPORE & COLOMBO. SHIPPING.

ILOILO & CEBU ......

SINGAPORE & BOMBAY

ARRIVALS. Sept. 27, HANOL French str., 742, P. Merlees, Haiphong 25th Soptember and Hoihow 26th, General,-A. R. MARTY.

SINGAPORE, PENANG & CALCUTTA.....

Sept. 28, Anding, British str., 1,158, H. Barlow, Shanghai 25th Sept., General. -CHINESE. Sept. 28, HALLAN, French str., 377, L. Andersen,

Pakhoi 26th Sept \_ General and Pigs .-A. R. MARTY. Sopt, 28, HAITAN, British str., 1.200, J. Roach, Foochow and Amoy 26th Sept., General.-Douglas Lapraik & Co.

Sept. 28, Karsow, British str., 2,529, Rodway, Shanghai 24th September, General .-JARDINE, MATHESON & Co. Sept. 28, MAIDZURU MARU, Japanese str., 667,

Saitan, I nping 25th September and Swatow 27th, General.-M.B. KAISHA. Sept. 28, MANSHAN, U.S. storeship, Lieut, E. A. Anderson, Chefoo 25th Sept. Sept. 28, Nive, French transport, 6,000, Com. mander Morazzam, Tonkin 26th September.

Sept. 28 Penla, British str., 1.287, J. A. McArthur, Manila 25th Sept., General .-SHEWAN, TOMES & Co. Sept. 28, TSINAN, British str., 1,464, O. Anderson, Australia 6th Sept., General.-Butter-

FIELD & SWIRE. Sept. 29, Airlie, British str., 2,500, St. John George, Japan 24th Sept., General.-GIBB, LIVINGSTON & Co.

Sept. 29, Anapa, British str., 2 251, Williamson. New York 4th Aug., Case Oil.—STANDARD Oir Co.

Sept. 29, CEBU, Amr. str., 648, A. Inchusagarri, Iloilo 34th Sept., Sugar and Tobacco.-BRANDAO & Co.

Sept. 29, Fushun, British str., 1.500, Lunt, Canton 29th Sept., General.—CHINESE. Sept. 29, HAILOONG, British str., 783, Bathurst, Swatow 28th Sept., General.—Douglas

LAPRAIK & Co. Sept. 29, INDRAPURA, British str., 3,152, A. E. Hollingsworth, Portland 30th August and Moji 24th September, General.—ALLAN CAMERON.

Sept. 29, Loksano, British str., 979, Leask, Canton 29th Sept., General.-JARDINE, MATHESON & Co. Sept. 29, PRONTO, German str., 632, H. Grandt,

Saigon 24th Sept., Rice flour.—Siemssen Sept. 29, Woosung, British str., 1.109, M. Dowson, Shanghai 25th September and Swatow 28th, General - BUTTERFIELD

& Swife. CLEARANCES. AT THE HARROUR MASTER'S OFFICE. 28th September.

Anping, British str., for Canton. Changsha, British str., for Chefoo. Daijin Maru, Japanese str., for Swatow. Kanow, British str., for Singapore. Kiukiang, British str., for Tientsin. Kohsichang, German straffer Bangkok.

Loosok, German straffer Bangkok.

Michael Jebsen, German, for Holhow.

Mich and Jebsen, German, for Hoihow.

prhranang, German str., for Hoihow.

Progress, German str., for Hoihow.

Roy, Dickinson, British

Sustantian Susquianna, Amr. ship, York. Taksang, British str., for Blanght Teenkai, Bish str., for Shanght Wingsang, Bish str., for Swaton

28th BTURES. ANPING, British str., tember. Australian, British for Shanghai. Churan, British str., for Largen ERIDAN, French str., for Take HUMBER, H.M.'s storeship, 100 KIUKIANG, British str., for Cont. Konsichand, German atr., for Ballok. McGUL, British str., for Singapore ROBT. DICKINSON, British str., for it kow. TAKSANG, British str., for Bangkok. TEENKAL, British str., for Seattle.

29th September. CHANGSHA, British str., for Chefoo. DAIJIN MARU, Japanese stc., for Swatow LOOS X, German str., for Swatow.

MICHAEL JEBSEN, German str., for Hollow. PHEANANG, German str., for Heihow. PROGRESS, German str., for Chefoo. WINGSANG, British str., for Swatow.

KAIFONG...

LIGHTNING ...

Kagoshima Maru

VESSELS IN DOCK. 28th September. ABERDEEN DOCKS .- Victoria (Swedish). KOWLOON DOCKS .- Conton River, Victoria, Georges Valentine, Zofiro, Elcano, Algon, Clara. COSMOPOLITAN DOCK.—Munchen, Gaelic.

Brit. str.

Brit. str.

Jap. str.

SHIPPING REPORTS. The U.S. storeship Nanshan, from Chefoo 25th Sept., experienced fine weather with fresh N.E. winds

The British steamer Airlie, from Japan 24th Sept., had strong N.E. monsoon with moderate sea and thick weather. The British steamer Hailoung, from Swatow

28th Sept., had fresh E S.E. to N. winds, moderate, cloudy with showers. The British steamer Woosung, from Shanghai 25th Sept. and Swatow 28th, had strong N.E. wind and sea to Swatow; from Swatow to port moderate E.N.E. win I and sea.

The French steamer Hailan, from Pakhoi 26th Sept., had light E. and S.E. breeze and clear weather to Hainan Head; from Hainan Head to port hazy weather with light N.E. breeze and heavy swell from N.E.

#### VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA. LIMITED.

FOR FOOCHOW YIA SWATOW AND THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 9th October at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 25th September, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"LONGSHIPS,"

Captain Moore, will be despatched as above on or about 15th October. For Freight, apply to JARDINE, MATHESON & CO.,

Hongkong, 11th September, 1901. UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & Co., HAMBURG.) FOR NEW YORK.

HE full-powered Steamship "CLAVERDALE" will be despatched for the above port on the 5th November.

For Freight, apply to

CARLOWITZ & CO.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (Rob. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK. THE full-powered Steamship

"CLAVERDALE will be despatched for the above port on WEDNESDAY, 30th proximo. For Freight, apply to CARLOWITZ & CO.,

Agents. Hongkong, 28th September, 1901.

#### LINIE. HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

P. & O. S. N. Co. ....

NIPPON YUSEN KAISHA

On or about 7th October.

On 11th October, at Noon.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

#### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

,	BUBLEUT TO ALITERATIONS.	- BAILING	DATES
<u> </u>	TTATER & HAMBURG	O. Eth Oat	
.	Capt. Sachs (Calling at Singapore and Ostonics) KOENIGSBERG, HAVRE, BREMEN & HAMBURG	On 19th Oct.	Freight and Passengers
i	BAMBERG (HAVRE & HAMBURG Colombo)	On 2nd Nov.	Freight.
ե   .	SEGOVIA HAVIOR at Singapore and Penang)	On 16th Nov.	Freight.
1	MARBURS Calling and Colombo	OH OOTH AND	<b></b>
n. i.	Capt. Zachariae	On 14th Dec.	Freight.
<u>.</u>	For Further Particulars, apply to  HAMBURG-A	MERIKA	LIN'E,

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th September, 1901.

J. G. Spence

W. W. Cooke, R.N.B.

#### CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA. B.C.

PUNCTUALITY. SPEED. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). "EMPRESS OF CHINA"...Comdr. R. Archibald, B.N.R...WEDNESDAY, 23rd Oct., 190 \* "TARTAR," 4,425 Tons... Combr. E. Beetham, R.N.R....WEDNESDAY, 6th Nov., 1901 "EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R..WEDNESDAY, 20th Nov., 1901 \*"ATHENIAN," 3,882 Tons, Capt. H. Mewatt ...... WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec. Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great

Britain and the Continent are given choice of. Passengers Booked through to all principal points and ARQUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS CONTINENTAL. TRAINS (the Company having received the highest award for same at recent Chicago World's Ethibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate?

by the Company, and their appointments and Cuisine are unexcelled.

• SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN inkes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 10th Leptember, 1901.

## PENINSULAR AND

STEAM NAVIGATION COMPANY.

	FOR	STEAMERS	TU SAIL UN	REMLANS.
	YOKOHAMA VIA 8 H A N G H A I, AND KOBE	Socotra T. H. Hide, R.N.	About 4th.  October	Freight only.
	(Passing through the Inland Sea)	( FORMOSA see	Noon, 5tl	Freight or Passage.
.     	*SINGAPORE AND BOMBAY	TIENTSIN	B.N.R. October	h   Freight only:
	LONDON, &c	J. Chellew, R.N.	R J Ostober About 12t	
	: SHANIVIIAI	F. W. Vibert, Penang and Colom	bo should sufficient	inducament be offering.
		PASSEN	ER SEASON 19	12,
	For MARSEILLES, and LONDON	DIRECT	RIENTAL	284 Tons 29th March. 064 Tons 12th April.
	WITHOUT TRANSH For Further	Particulars, apply t	ю И, А,	RITCHIE.
				CONTINUE THE POST AND THE PARTY OF THE PARTY

Hongkonir, 28th September, 1901.

(THE JAP	AN MAIL STEAMSHIP	COMPANY).
- L 1 4 5 7 7 7 6	NGS FROM HONGKONG—SUBJECT DESTINATIONS. MARSEILLES, LONDON, and	
SANUKI MARU W. Townsend	ANTWERP, VIA SINGAPORE, ( -PENANG, COLOMBO & PORT.)	DAYLIGHT
YAMAGUCHI MARU S. Yoshizawa	S MOJI KORE and YOKOHAMA	TUESDAY, 8th Oct., o NOON. FRIDAY. 11th Oct., o
SHINANO MARU G. E. T. Cook KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and	DAYLIGHT. FRIDAY, 11th Oct., NOON.
HAKATA MARU	MARSEILLES, LONDON, and	FRIDAY, 18th Oct., a
F. L. Sommer	PENANG, COLOMBO & PORT SAID NAGASAKI, KOBE and YOKC	FRIDAY, 18th Oct.
H. Fraser	VICTORIA B.C. and SEATTLE,	) Sampair 19th Oct
T. J. Horton	SYDNEY and MELBOURNE, vis	FRIDAY, 25th Oct.,
A TO MA AGOD	I PROPERTORY TO AND INCIDENCE AND A	
S. J. G. Parsons	(TOWNSVILLE and BEISDAME VICTORIA, B.C. and SEATTLE U.S.A. VIA SHANGHAI, MOJI KOBE & YOKOHAMA Tickets and Bills of Lading issued for	the Principal Cities in t
Thitad States, Canada, B	and Europe, in connection with the GRE	AT NORTHERN KALLWAY

Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 23rd September, 1901.

#### GERMAN MAIL LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS-WILL-CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS. THURSDAY ... 3rd October. HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ......... 16th October. SACHSEN ... WEDNESDAY ... 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY .... 13th November. BAYERN... ... WEDNESDAY .... 27th November. STUTTGART ... WEDNESDAY .... 11th December. KONIG ALBERT ... WEDNESDAY ... ... 25th December. PRINZESS IRENE ... WEDNESDAY .... 8th Jan., 1902 PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan; 19 2. PREUSSEN .... WEDNESDAY .... 5th Feb., 1902. HAMBURG (Hamburg-Amerika Lime) ... WEDNESDAY ... 19th Feb., 1902. ... WEDNESDAY .... 5th Mar., 1902. ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship, "PREUSSEN," of the Norddeutscher Lioyd, Captain F. Prehn, with MAILS, PASSENGERS,

SPECIE and CARGO, will leave this Port as above, Calling at Nat Lee an Genoa. Shipping Orders will be granted till Noon on Tuesday, the 1st October, Cargo and Sp. cie will be received on Board until 5 P.M. on WEDNESDAY, the 2nd October, and Parcels will e received at the Agency's Office until Noon on WEDNESDAY, the 2nd October Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

> NORDDEUTSCHER LLOYD For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 21st September, 1901.

Linen can be washed on board.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANCHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY. 

Ť			-	and the same of th		Proposed Sailing
1	Steam	er.	Tons.	Captai		
			2.837-	J. Truebridge		Outober 1st
T.	QUEEN ADELAIDE		0.00	III MANAY	and the second second	Uctober
J	VICTORIA		ii I	J. Panton		October 15th November 12th
 					A Table	

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £52.

Excellent accommodation. First-chas Table. Doctor and Stewardess carried Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Moun-

TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA AND TACOMA, £85. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA

and TACOMA to DYEA and St. MICHAEL Rates of Passage to other Points on application. A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

Hongkong, 13th September, 1901.

General Agents.

[II

#### VESSELS ON THE BERTH

#### COMPANY. STEAMSHIP

OUTWARDS.

Prom		STEAMERS	Dut
GLASGOW and	LIVERPOOL	M NEGPAR"	On 1st October.
GLASGOW and	TIVERPOOT.	"LAERTES" "DARDANUS" "MACHAON"	On 9th October.
GLASGOW and	TIVED POOT.	"DARDANUS"	On 15th October.
GLASGOW and	LI A EDAT OAM'''	"WACHAON"	On 23rd October.
GLASGOW and		"PROMETHEUS"	On 28th October.
GLASGGW and	PI A ERLOOM"	"ACHILLES"	On 6th November.
GLASGOW and	PIA PRECION"	AUMILIED	
		TEATERINE DID	
!		HOMEWARDS.	TO SAIL
FOR	**************************************	STEAMERS	On 1st October.
LONDON		"AJAX"	On 15th October.
LONDON		"PYRRHUS"	On 29th October.
TONDON		CALCHAO	On 12th November.
TONDON		"CALCHAS"	On 26th November.
TANDON		"MACHAON"	<b>Om 20.00</b>
TIVERPOOL DI	BECT	"ULYSSES"	On 15th October.
Taking Cargo	t London Rates)	OH BORD MAN	\ \ \ \ \
LIVERPAOL DI	BECT	"DARDANUS"	On 15th November.
Making Cargo	at London Rates)	DARDANUB A	
TOUTHE DOUBLE	For	N'MAIGHT AINIV IA	
•		RUTTERFIEL	LD & SWIRE,
· · · · · · · · · · · · · · · · · · ·			

Hongkong, 27th September, 1901.

#### CHINA NAVIGATION LIMITED.

FOR-			STEAMERS			٠.
OIL NAU AT		#	"TSINAN" "WOOSUNG"	On	1st October.	
CHANCHAI		Ž.,	"WOOSUNG"	: Оп	4th October.	
					THE COUCUTE	
THUTTO & C			"CHINGTU"	$\mathbf{Qn}$	12th October.	
MANILIA	WIN, THURSDAY)	-			<b>د</b> ٠ .	
ISLAND, (	OOKTOWN, TOWN-	#	"CHINGTU"	On	12tlı October.	
SYLDUB, D	)ひてひひひひせい カヤかがっ ナブ		· · · · · · · · · · · · · · · · · · ·	. ,		

and MELBOURNE \* The attention of Passengers is directed to the superior accommodation offered by these leamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, (SATURDAY, Oct. 12,

Shanghai, Nagasaki, Tuesday, Nov. 5,

Shanghai, Nagasaki, (THURSDAY, Nov. 28,

"HONGKONG MARU"

will be despatched for SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE,

INLAND SEA, YOKOHAMA and HONO-

LULU on SATURDAY, the 12th October,

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

Through Passage Tickets granted to Eng-

lines of steamers, and to the principal cities of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

the Southern Pacific, Central Pacific,

UNION PACIFIC, DENVER AND RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Government officials and their families.

Company's and connecting Steamers.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports.

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same

Hongkong, 18th September, 1901.

NTOT RESPONSIBLE FOR DEBTS.

Neither the Captains, the Agents, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in

CELESTE BURRILL, British ship, Jefry .-

HELEN A. WYMAN, American ship, Vanhon

I. F. CHAPMAN, American ship, Chapman.-

L. Schepp, American abip, C. S. Kendall.-

H. CONNEE, American ship, Colcord

ALBANIA, British ship, Brownell-Order.

-Arnhold, Karberg & Co.

Arnhold, Karberg & Co.

Carlowitz & Co.

Standard Oil Co.

GEO. ECKLEY.

Acting Agent.

for Japan, the United States, and Europe.

their journey at any point en route.

obtained on application.

on application.

Queen's Building.

Hongkong Harbour:-

1901, at Noon.

1901, at Noon.

1901, at Noon.

Hongkong Maru (via)

Kobe, Inland Sea, Yo-

kehama, and Honolulu)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

THE Twin-Screw Steamship

MELICA MAEU (VIB

VIPPON MARU (VIA

AGENTS O. S. S. Co.

Hongkong, 28th September, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN. TITHE Company's Steamship

"LOKSANG," Captain Leask, will be despatched as above 10 MORROW, the 1st October, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 27th September, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING." Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 1st October, at 3 p.m.

For Freight or Passage, apply to DAVID BASSOON, SONS & CO., Agents. Hongkong, 23th September, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. land, France, and Germany by all trans-Atlantic THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMBRICAN PORTS. .. THE Steamship

"PALAWAN." Captain J. Chellew, B.N.R., carrying His routes from San Francisco, including the THE Company's Steamship Majesty's Mails, will be despatched from this for Southern Pacific, Central Pacific, Bombay, on SATURDAY, the 12th proxime, Union Pacific, Denver and Rio Grande at NOON, taking passengers and cargo for the and NORTHERN PACIFIC BAILWAYS; also the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills of Lading. For further particulars, apply to Superintendent.

Hongkong, 30th September, 1901. PORTLAND AND ASIATIC STEAM. SHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVI-GATION COMPANY. Operating the New First Class Steamships

"INDRAVELLL" "INDRAPURA. and "KNIGHT COMPANION." between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

'INDRAPURA" will be despatched for Portland (Or.) on or about the 14th October, 1901. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further

information, communicate with or apply to ALLAN CAMERON General Agent. Hongkong, 25th September, 1901.

FOR NEW YORK.

THE 3/3 A II American Ship "MANUEL LLAGUNO"

will load during September and October, sailing about 25th October. For Freight, apply to

SHEWAN, TOMES & CO. Hong kong, 11th July, 1901. FOR NEW YORK.

THE 3/3 L.I.I. American ship. "STATE OF MAINE," Captain Colcord, will be ready to load on the

have quick despatch. For Freight, apply to CARLOWITZ & CO. Hongkong, 21st September, 1901

let November for the above port, and will

VESSELS ON THE BERTH.

#### U.S. MAIL LINES

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM, HONGKONG. GAELIC"...... WEDNESDAY, 2nd October, at Noon. 'ALGOA" ..... On or about 5th October. CHINA" ...... SATURDAY, 19th October, at Noon. DORIC"..... TUESDAY, 29th October, at Noon. "PERU." ...... TUESDAY. 12th November, at Noon. ' COPTIC" ..... WEDNESDAY, 20th November, at Noon. "CITY OF PEKING" ...... SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRAN-CISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer', and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers helding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officia's in the service of the Governments of China and Japan

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan. RETURN PASSAGE.-Passengers who do not hold round-trip tickets but who have paid

full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation. Passengers who do not hold round-trip tickets but who have paid full-class fare from the

United States, Sanada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to

San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full: value of same is required. Consular Invoices to accompany each shipment of Cargo or Parest (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the 1901, at Noon, taking Freight and Passengers

Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Percel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queon's Building. ECKLEY

ACTING AGENT.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENS-

LAND PORTS. and taking through

. TASMANIA. &c.)

THE Steamship

the Electric Light.

are carried.

Cargo to Adelaide, New Zealand,

"AIRLIE."

Captain St. John George, will be despatched

for the above ports on THURSDAY, the 3rd

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

Company and vice versa.

For Freight or Passage, apply to

Hongkong, 9th September, 1901.

This well-known Steamer is specially fitted

This Steamer is installed throughout with

A Stewardess and a duly qualified Surgeon

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the steamers of the China Navigation

TO IMPORTERS FROM THE UNITED

STATES.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED,

having Established a regular service of steamers

conjuction with the

of the United States, are prepared to con-

tract for the conveyance of Goods from

the Pacific Coast and interior

points of U.S.A. to the Orient.

For further particulars, apply at

the East, Shanghal.

Hongkong, 25th July, 1901.

China, Philippines and Straits;

Western Agents, SEATTLE; or to

JARDINE, MATHESON & CO.,

NATAL LINE OF STEAMERS.

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"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 2nd CANADIAN PACIFIC RAILWAY on payment of

October. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, [18 October, at Noon. Hongkong, 19th September, 1901.

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AMERICA, &c.

8.S. "STRATHOYLE" ...... On 10th Oct.

HE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on THURSDAY, the 10th GREAT NORTHERN BAILWAY LINES

day; all Parcel Packages should be marked to address in full; value of some is required. Through Bills of Lading issued to any point Consular Invoices to accompany Cargo desn the United States. tined to points beyond San Francisco in the Cargo will be received on board until 5 P.M.,

United States should be sent to the Company's the day previous to sailing. Parcel Packages will be received at the Office until the same Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. time. All parcels should be marked to address in full. Value of same is required. For further information as to passage and Consular Invoices, to accompany Cargo des-Freight, apply to the Agency of the Company, tined to points beyond San Diego, should be sent to the Company's Office, addressed to the

Collector of Customs, San Diego. For further information as to Freight er Passage, apply to BÚTTERFIELD & SWIRE,

Agents, Hongkong, Chins and Japan. Hong long, 24th September, 1901.

REGULAR STEAM SHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL PROPOSED SAILINGS FROM HONGKONG. On 20th October. SATSUMA" On 5th November. KURDISTAN" On 20th November. LENNOX" BICHMOND CASTLE," End of November. service hence to CALCUTTA: Sailings from ORONSAY

HILLGLEN" For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 14th September, 1901. [1739]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

VESSELS ON THE BERTH

STEAM FOR SINGAPORE, BATAVIA, COLOMBC, BOMBAY, ADEN, EGYPT, MARSEILLES. MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

| Company's Steamship | St This Steamer connects at COLOMBO with the s.s. Tonkin, which vessel takes on her Passengers and Mails, leaving that port on the 19th October direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 24th September, 1901.

SHEWAN TOMES & CO.'S NEW YORK | ing it to be landed here. LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ADANA." Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 23rd September, 1901. SHEWAN, TOMES & CO.'S NEW YORK

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

LINE.

" ASAMA" Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to SHEWAN, TOMES & CO., Hongkong, 24th September, 1901.

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

s.s. "RICHMOND CASTLE." FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kewloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognised. All broken, chafed, and damaged Goods at to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th September, 1901.

THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"TEENKAL! having arrived from the above ports, Consigness of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns a Kowleon, where each consignment will

sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 3rd October, at Noon, will be subject to rent. No Fire Insurance will be effected by us in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY, the 26th inst. JARDINE, MATHESON & CO.,

Hongkong, 26th September, 1901. [2452] NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named

THE CHINA MUTUAL STEAM NAVI-GATION CO.'s OFFICES, NEW YORK; vessel are hereby informed that their Goods To the Agents of the Company at Japan. are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Go-FRANK WATERHOUSE & CO., General down Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as GEO. SUTHERLAND, General Agent for the Goods are landed. This vessel bring

> From Landon From Persian Gue. B. & P. S. N. Co.'s S. Optional Goods will be lands here unless instructions are given to the contrary before 4 P.M. TO-DAY, 26th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within for days after the vessel's arrival here, after which no claims will be recognised. H. A. RITCHIE,

Superintendent. Hongkong, 26th September, 1901.

OCEAN STEAMSHIP COMPANY. MONRIGNEES per Company's Steamer

"CALCHAS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Gedowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it vill lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on

and after the 25th inst. Optional cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be

Hongkong, 23rd September, 1901. STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES

NOTICE.

MARITIMES.

MONSIGNEES of Cargo from London and Havre ex s.s. Ortegal, and from Bordeaux, ex s.s. Ville d'Arras, in connection with above Stenmer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately afterlanding. Optional Cargo will be forwarded on unless

before Noon, TO-DAY, the 24th inst, request-Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st October, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

intimation is received from the Consignees

the 1st October, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent. Hougkong, 24th September, 1901. NORTHERN PACIFIC STEAMSHIP

NOTICE-TO-CONSIGNEES.

COMPANY.

STEAMSHIP "OLYMPIA." FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI, & SHANGHAI.

THE above Steamer having arrived, Consigness of Cargo are hereby requested to: send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & CO., LIMITED.

Hongkong, 25th September, 1901. YOBARI AND SORACHI

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NOW READY.

Hongkong Daily Press Office.

Hongkong, 3rd July, 1901.

Shanghai, on the 20th inst.

2nd prox.

MERCHANT STEAMERS.

The P. & O. steamer Tientsin left. Singapore

The N.Y.K. steamer Sanuki Maru (European

Line) left Kobe via Moji for this port on the

25th inst., and is expected to arrive here on the

The P. & O. steamer Socotra left Singapore

The N.D.L. steamer Bamberg, from Hamburg.

left Singapore for this port on the 27th inst.

and may be expected here on or about the 3rd

for this port on the 25th inst., at 6 a.m.

for this port on the 26th inst., at 5 p.m.

Brown Mr. J. W. Crouch Capt. J. Farrow Mr. R. W. Laxton C. S. James 7 a. Pressure remains high over N China and Japan, and relatively low in the neighbourhood of Formosa. Gradients moderate to slight for N and NE winds on the China coast. Forecast :- light or moderate NE winds; fair. MESSIS, FALCONER & Co.'s REGISTER, 28th Sept BOUND VOLUMES of the HONGKONG WEEKLY PRESS Barometer 9a.m...29.93 Therm. 9 a.m. (Wetbale) 78 Berometer IP.M...29.88 Therm. 1 P.M. (Wetbulb) 79 JANUARY to JUNE, 1991. With INDEX Price Barometer 4 P.M. .. Therm. 4 P.M. (Wet bulb)-

Thermom. 9a.M., 83 Therm. Maximum.....

Thermom. IP.M ... B5 Therm. Minimum over

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NOTICE.

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Hongkoug, 23rd September, 1901.

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